

FEB 15 1921

McGill Library,
McGill University,
Montreal, Que.

THE CANADIAN RAILROADER

Vol. 3, No. 7

MONTREAL, SATURDAY, FEBRUARY 12, 1921

10 cents a copy, \$3.00 a year



Mr. W. G. Lee, President of the Brotherhood of Railroad Trainmen, whose photograph is reproduced above, together with Mr. Warren S. Stone, President of the Brotherhood of Locomotive Engineers, and Mr. W. S. Carter, President of the Brotherhood of Locomotive Firemen and Enginemen, has signed a statement, reproduced on page 6, warning brotherhood members about the "I. W. W." campaign to destroy legitimate and conservative trade unionism from within. The document is a striking one that should give pause to all thinking persons.

Official Organ, Fifth Sunday Meeting Association of Canada



COMPRISED OF

Canadian Explosives, Limited.
 Dominion Cartridge Company, Limited.
 Canadian Fabrikoid, Limited.
 The Arlington Company of Canada, Limited.
 The Flint Varnish and Color Works of Canada, Limited.
 The Victoria Chemical Company, Limited.

Head Office:

120 St. James Street, MONTREAL, Canada.

Consolidated Offices: Vancouver, Winnipeg, Toronto.

COUVRETTE - SAURIOL Limited

IMPORTERS AND
WHOLESALE GROCERS

114 St. Paul Street - Montreal



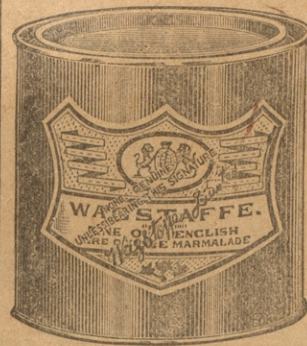
5 CUPS FOR 1^c

GOOD TEA IS NOT ONLY ONE
 OF THE MOST HEALTHFUL AND
 INVIGORATING DRINKS—BUT IS
 :: ALSO MOST ECONOMICAL ::
 POOR TEA IS ALWAYS HARMFUL
 AND DEAR AT ANY PRICE.

INSIST ON GETTING

"SALADA"

E619



WAGSTAFFE'S

Real Seville

Orange Marmalade

All Orange and Sugar—
 No camouflage.
 Boiled with care in Silver Pans.

ASK YOUR GROCER FOR IT.



ALPHONSE RACINE, Limited

Manufacturers and Wholesale
 Distributors of

DRY GOODS

60 - 98 ST. PAUL STREET WEST
 MONTREAL, Canada.

Manufacture the following Standard Lines
 (Registered)

"Racine" Working Shirts
 "Strand" Fine Shirts
 "Life Saver" Overalls
 "Samson" Pants
 "Record" Sox

3 Factories—11 Permanent Sales Offices,
 Montreal Warehouse
 14 Specialty Departments.

EVERYTHING IN DRY GOODS

The Greatest Tragedy of the Road

Enormous Losses in Passenger and Freight Services On All Lines—Tragic Results of Petty Pilfering on Earning Power of Labor

By GEORGE PIERCE

THE object of introducing the statistics which appear in this instalment is to give railroad men in general an insight into the vast problem which has arisen as the result of either illegal or careless practice on the part of the employees. So enormous are the losses involved that it will be recognized at once that the railroads are simply forced to corrective measures. It appears to me that there are only three processes practically available. First: The companies might reduce losses by a vigorous and extensive development of the present system of using spotters, detectives, lawyers and law courts. Secondly: The men through the railroad brotherhoods are capable of correcting the situation by their own efforts. Third: The companies in co-operation with the members of the brotherhoods, if both parties act in good faith, may entirely eliminate the avoidable losses.

The concluding article of this series will set forth our own detailed plans for consideration by all the interested parties.

In the meantime it will be of value to railroad men to realize the enormity of the losses involved, because with this realization must come the conviction that things cannot continue as in the past. Since it is inevitable, then, that changes are overdue, the all-important consideration is that they should come about without bringing destruction, misery and suffering to the men and that the changes should be beneficent and of value not only to the railroad companies but to the men themselves.

To losses incurred in the passenger service must be added the losses in the freight accounts. The two problems are so closely interrelated that it becomes proper to introduce a few facts and figures. These statistics have been very carefully compiled and may properly be accepted as correct.

For the year ending December 31st, 1919, The Canadian National Railway Lines, east of Port Arthur, Freight Dept., charged up on account of robbery, pilferage and concealed losses, the amount of \$41,009.79.

The Canadian National Railway Government lines charged \$100,780.94.

The Canadian National Railway lines west of Port Arthur puts the figure at \$195,528.97.

The Grand Trunk shows losses of \$648,797.72, while the Canadian Pacific is a close second with \$623,770.16, making a grand total of \$1,617,879.58.

Even the most conservative railroad men will admit that the figures are rather imposing.

Under the head of damage (cause located and unlocated) wrecks and rough handling, combined railways charge up \$1,417,697.95, divided as follows:—

Canadian National, east of Port Arthur.	\$45,330.79
Canadian Government lines of Canadian National.....	54,401.75
Canadian National Railway Lines, west of Port Arthur.....	114,118.10
Grand Trunk Railway.....	527,484.07
Canadian Pacific Railway.....	676,293.37

No less interesting is the report on defective equipment, and grain leakage, which is due to rough handling.

East of Port Arthur the Canadian National Railways charged up \$8,579.09.

The Canadian National Railway Government lines, \$10,816.93.

The Canadian National Railways west of Port Arthur, \$126,703.72.

The Grand Trunk Railway, \$41,632.98.

The Canadian Pacific, \$166,630.62, totalling \$354,363.34.

To errors of employees, improper refrigeration and ventilation and delays, the combined railways estimate their losses at \$323,096.87.

To avoidable fires, \$13,264.25 is charged.

The grand total reaches the huge sum of \$3,726,301.99.

An analysis of the commodities will prove to be of interest because it will show the comparative risk involved in handling the different articles.

The losses in boots and shoes, \$119,327.60.

In clothing, dry goods and notions, \$300,580.91.

Butter and cheese, \$48,493.34.

Eggs, \$45,713.64.

Fresh fruit and vegetables, \$207,255.10.

Live stock, \$26,140.77.

Meats and packing house products, \$122,621.57.

Poultry, game and fish, \$36,099.05.

Grain, \$517,616.82.

Flour and other mill products, \$276,549.66.

Sugar, \$58,305.56.

Groceries, \$393,463.41.

Wines, liquors and beers, \$122,526.31.

Tobacco and tobacco products, \$112,158.92.

Cotton, \$7,841.16.

Furniture, \$77,659.68.

Household goods, \$53,215.72.

Glass and glassware, \$52,937.48.

Products of clay and stone, \$37,437.16.

Stoves, \$42,874.24.

Iron and steel castings and bars, \$59,695.46.

Vehicles, \$49,377.07.

Agricultural implements, \$35,058.55.

Miscellaneous, \$953,352.81.

Making a grand total of \$3,726,301.99.

I do not know what foundation there is for the estimated shortages on the passenger end, but I will say, with bated breath, that it is generally considered to be even higher than the losses in the freight department, and let it rest at that in this article.

Speaking of freight losses, it is generally understood that often the reaction is directly upon the working class. Just the other day I saw a piece of machinery from which someone had removed an important bearing made of bronze. The value of this machine is listed at \$16,000. It was shipped from England. Owing to the disappearance of that bearing this machine has been tied for ninety-seven days, waiting for the new piece to arrive from the Old Country. It develops that three men would have worked at the machine while thirty-one others would have been employed handling the product of the machine in various processes during this time. The loss in wages alone, without any consideration for the added wealth which the machine itself would have produced, totals \$16,975. An estimate of the weight of the bearing which was missing gave the conclusion that as scrap bronze it brought the vandal about

(Continued on next page).

THE GREATEST TRAGEDY OF THE ROAD

(Continued from previous page).

\$3.20. His thoughtless act, therefore, proved to be a boomerang which has brought suffering and loss to his fellow workmen.

Selling \$16,975 worth of labor for \$3.20 can hardly be considered a profitable piece of business, and it would, I imagine, be rather difficult to find a group of labor men to approve of the transaction if the details of the adventure were known and fully understood. Would the presence of the perpetrator be tolerated in the society of of respectable men when revealed?

It would be very easy to analyze other losses and prove that in the end it is the public, and largely the working men, who finally foot the bill in making good the losses through theft, carelessness and avoidable waste.

School Board Chairman Before Parents

FOLLOWING are points from an informal and unreported talk made by the Rev. Dr. Dickie, Chairman of the Montreal Protestant Board of School Commissioners, before a gathering of working class parents in a lonely school beside the north-end dump on Tuesday night, one of the places (some popular notions notwithstanding), where the public man of to-day comes nearest to the pulse of the common people, and from which (whatever the superficial appearances) estimates are more quickly made and news travels more speedily:—

The members of the Board are hoping to get an increase of taxation that will enable them to develop the schools to the maximum of community service. They want to encourage the use of schools at nights for community purposes, turning over the assembly halls, cookery rooms, and gymnasium to adults and children under responsible leaders. Good outdoor skating rinks for the children are being thought of. Health of the body is important in education as well as health of the mind.

We recognize that we cannot teach religion, as religion, in the schools, yet we must recognize the essentially spiritual nature. The least spiritual communities have been those most undermined by selfishness. At least the Scriptures can be used as literature and a connecting link between training in home and church. At least children should be inspired by the idea of a personal God to whom they are responsible for honesty, purity, uprightness and general moral laws.

I think there is a kindlier spirit abroad than there used to be.

More depends upon the home than upon the school. Homes are the fountains of life out of which come the main characteristics of childhood. The school teacher is a contributor to the upbringing of the child, but the main responsibility still lies on the parents.

A great trouble in education is that there are many reformers who never get beyond starting on the foundations.

It is sometimes said that our schools are overcrowded. So far not a single pupil complying with the regulations has been declined admission.

I do not claim that the best is being done for the teachers in the way of salaries, but the conditions of payment have been much improved in the last three years. An elementary teacher now gets \$950 a year to start, and a principal can rise to \$4,000 a year.

We haven't got over a certain provincialism that we have the best educational systems in the world. There is still much to learn from older countries. Ontario people used to claim that there was nothing equal to their system. Now some of them are not even sure that it is as good as the system in Quebec.

The school used to be for the privileged few who thought they were born to rule the multitude. Now it is recognized that the school is the right of the whole people, so that they might have the right of government of themselves.

Education is more than filling persons with information and sharpening their faculties. A person with lots of information and sharp faculties might still be a menace to society. Education should comprise the training of the whole man, the formation of the character that goes to the making of the best citizenship.

Education should produce good as well as intelligent citizens. It should produce a disposition on the part of

the child to bear his or her share of the white man's burden, a sense of duty, a willingness to assume responsibility.

We want to turn out ladies and gentlemen. By that I do not mean persons with good manners alone, but those with the right qualities of mind.

It is often a mistake of parents to defend the child against the teacher. Children should be taught to respect the teacher. When I was a boy I got licked by a teacher. I complained to my mother and she gave me another licking for getting licked. I think she was not far wrong.

Those who know something of the matter say that our school buildings are equal to the best in America. The only inferior buildings we have are those taken over by the Board from annexed municipalities.

WHY SHOULD HE TALK?

"Can your little baby brother talk yet?" a kindly neighbor inquired of a small lad. "No, he can't talk, and there ain't no reason why he should talk," was the reply. "What does he want to talk for, when all he has to do is yell a while to get everything in the house that's worth having?"

Curtailement of hours, in preference to a lay off of the workers in the Western Division shops of the Canadian National is announced. The men will work 40 hours a week, with Saturday idle. Nearly 9,000 men are affected.

SUCCESSFUL MISTAKES.

When a plumber makes a mistake, he charges twice for it.

When a carpenter makes a mistake, he corrects it and says nothing.

When a lawyer makes a mistake, he tries the case again and doubles his fee.

When a doctor makes a mistake, he buries it.

When a preacher makes a mistake, nobody knows it.

When an electrician makes a mistake, he blames it on induction and presents a bill.

When a printer makes a mistake, he passes the buck.

When an automobile buyer makes a mistake, he trades it in.

But, when an editor makes a mistake—Good Night!

—Builders' Bulletin.

REVERSED HIMSELF.

"What's the trouble now?" demanded his employer when the office boy came in half an hour late.

"The ice on the pavements," said the lad. "Every step I took, I slipped back two."

"You did, eh? Then how did you ever get here?"

"I started back home."



The W. R. Brock Company, Limited

DEALERS IN

DRY GOODS, WOOLLENS AND CARPETS
WHOLESALE

MONTREAL

Cor. Notre Dame West and St. Helen Streets
Cor. St. Helen & Recollet Sts.

TORONTO

69-68 Bay Street
41-47 Wellington Street.

CALGARY

Cor. Eighth Avenue and Second
Street West.

Conditions Facing Labor in Germany

While the "New Rich" Are Living in Luxury and Extravagance, Workers and Others Show Evidence of Destitution.

(Christian Science Monitor).

Berlin.

THE social and industrial conditions found in Germany today present a three-fold contrast which is not to be found elsewhere in Europe. Against a huge background of extreme poverty is seen the riotous living of a comparatively few rich, while in the world of industry, production, reconstruction and re-equipment are being maintained, even if the foundations are shaken and unstable.

A spectacle of luxury and extravagance confronts the visitor in every city, and not merely in Berlin. The people who contribute to it are chiefly the "Schieber," as the Germans call their new rich, and the profiteers who have waxed fat on the misery of the people during and since the war. These accumulated fortunes out of war contracts, and since the armistice they have speculated in food, in luxury imports for their fellow rich, and above all, in the fluctuating exchange. To them must be added the rich junkers, the lesser country people, who have profited out of the high food prices, and the shareholders who had large holdings in the industrial undertakings which flourished during the war. In the aggregate, these people make up an imposing number, and their daily gatherings by the thousand in the hotels and restaurants of all the large cities give a superficial impression of great prosperity.

Industrial Fusion.

Those who are closely concerned with the finance and direction of the principal German industries regard the present situation from widely different standpoints and act accordingly. Some are spending recklessly, on the ground that as growing taxation and the modified form of capital levy which the government has adopted will sooner or later sap their wealth they may as well enjoy it riotously while they have the chance. Others, like Mr. Stinnes and his group, are devoting their energies to a process of fusion of interests and consolidation of industry on a scale hardly reached even in America, and certainly undreamed of in Great Britain.

Their motives seem to be mixed, and they are credited variously with the aim of combining to meet foreign competition, of concentrating capital and reserves so as to increase the chances of tiding over the industrial crisis, which many regard as inevitable, and of strengthening their position against the socialization efforts of the workers.

Grave Concern Shown.

Probably all these purposes are in the thoughts of the trustification magnates. Other directors of industry, who remain outside the move-

ment inspired by Mr. Stinnes, admitted freely to the correspondent of The Christian Science Monitor, who discussed Germany's industrial and social prospects with them, that they regard the course of events with grave concern. Two things chiefly perturb them, the financial difficulties caused by the adverse exchange and the uncertain position in regard to indemnities, and the growing danger of industrial troubles owing to the impossibility of providing the workers and their families with sufficient food and clothes.

The Christian Science Monitor's correspondent found that people of all classes in Germany, and particularly American and British relief workers, are convinced that the situation of the German workers and middle classes constitutes a menace to the social peace of Europe. He also found in every centre he visited in Prussia, Saxony, Bavaria, in Westphalia and south Germany, abundant evidence of the destitution beneath the burden of which the German people are slowly sinking. At present wages vary from 20 to 50 marks a day, including allowances for children. That is from 6 to 10 times as much as in pre-war days. But the minimum increase in the price of anything is now 10 times, and for the majority of necessary foods and for clothing the people must pay from 15 to 20 times more than in 1914. Salaries of officials, professional men and clerical workers have increased only from two to five times.

Relief Workers Active.

The result is that only with the families which have children working is it possible to live on a more liberal scale than black bread, potatoes, a small supply of other vegetables, a little rice, and a tiny allowance of fresh pork for Sundays, and a little corned beef on one or two other days of the week. Nearly half a million children below a certain nourishment standard are fed each day by the American relief workers, and a smaller number by the British, who also organize feeding centres for mothers. Yet more and more children fall below this level, and the necessity of extending the work so as to include a million children in the new year is being seriously discussed. But for this relief the plight of the children would now have been hardly less appalling than that of the Austrian and Polish children.

This winter has brought a new problem. It is impossible for the average brain or handworkers to buy clothes. So far the situation in this respect has not been very serious, but now hundreds of thousands of families are wearing their last garments. Recent examinations in the schools have shown that a large per-

centage of children have no under-clothing. Recently more and more Germans have joined with the Americans and British in the work of succor. They now number 30,000, and they are probably responsible for a great newspaper drive which has just been carried out with the object of trying to shame the new rich into a realization of their obligations.

All this relief work, however, is merely palliative, and some of the best-known industrial leaders are coming to despair of the possibility of restoring even a standard of mere subsistence. The position of many lower middle class people is even worse than that of the manual workers. "In another year," a well-known university professor said to the correspondent of The Christian Science Monitor, "we shall be in rags, and the intellectual life of the country will be in danger of collapse. Already the effect of insufficient food is seen in growing apathy and loss of initiative among brain workers."

Austria is sure to be among the first nations in the League—alphabetically speaking.—Columbis Dispatch.

President Wilson gets \$40,000 for the Nobel peace prize; Jack Dempsey gets \$100,000 for a single fight. Why be a pacifist?—Columbus Dispatch.

Tenderfoot—Why do they have knots on the ocean instead of miles?

First-class Scout—Well, you see, they couldn't have the ocean tide if there were no knots. — The Yale Record.

It is expected that Rev. William Ivens, John Queen and George Armstrong, Winnipeg strike leaders, sentenced on April 6 last to serve one year in jail, will be released in time to take the seats to which they were elected at the last provincial election.

A DILEMMA.

Nell—Oh, dear, I'm in such a quandary.

Bell—What is it?

Nell—Jack promises to stop drinking if I marry him and Tom threatens to begin if I don't. — Boston Transcript.

WHY, MR. DANIELS!

From Publication 3, Historical Section, Navy Department:

July 11, 1919. An act authorizing and appropriating for expenses of N. R. F. schools. . . . "and 'enlisted men' shall embrace women enrolled in the naval service." — Legion Weekly.

HIS PUNISHMENT.

"Doctor," called the small boy, "come up to our house, quick!"

"Who is sick at your house?" asked the doctor.

"Everybody but me. I'd been naughty, so they wouldn't give me any of the nice mushrooms pa picked in the woods." —



Wash Day and Backache

WASH day is the least welcome day of the week in most homes, though sweeping day is not much better. Both days are most trying on the back.

The strain of washing, ironing and sweeping frequently deranges the kidneys. The system is poisoned and backaches, rheumatism, pains in the limbs result.

Kidney action must be aroused—the liver awakened to action and the bowels regulated by such treatment as Dr. Chase's Kidney-Liver Pills. This favorite prescription of the well-known Receipt Book author will not fail you in the hour of need.

One pill a dose, 25c a box at all dealers, or Edmanson, Bates & Co., Ltd., Toronto.

Dr. Chase's Kidney Liver Pills

Father—"Helen, isn't it about time you were entertaining the prospect of matrimony?"

Daughter—"Not quite, pa. He doesn't call until eight o'clock." — The Arklight.

Clergyman (who has sat down next to slightly intoxicated man)—"Do you allow a drunk on this car?"

Conductor (low voice)—"It's all right so long as you don't get noisy."

First Cocky (on horseback) — "That cove ye've had workin' for yer arsked me fur a job this mornin'. Was he a steady chap, Ryan?"

Second Cocky—"He was. If he'd ha' bin inny stiddier he'd ha' bin motionless." — The Bulletin (Sydney).

"I would advise the public to buy now, because prices will be higher. Everyone will want goods at the same time, and manufacturers will not be able to supply them. It takes time to manufacture, and when demand exceeds supply, prices go up," said R. G. Long, president and general manager of R. G. Long & Co., Ltd., Toronto, at the annual meeting of the firm's travellers. Other business men endorse that view.

Attacks to be Made From Within the Unions

It is expected that one's enemies will attack, and with this knowledge forewarned is forearmed, but it is not expected that one's friends, or those presuming to be friends, are going to do anything of the kind, and when it is done usually catches the victim unawares.

The responsible organizations of labor are faced with this sort of propaganda at this time. It is well assured that the doctrine of radicalism in its several forms, each form calculated to appeal to its hearers, is going to be made in as intensive a manner as possible in the next few months for the purpose of destroying the established organizations and replacing them with other organizations advocating everything from Socialism to Anarchy.

During the progress of the steel strike the fact developed that the purpose of the I. W. W. was to disrupt the existing labor organizations and that when pressure from the outside failed then it was to be the practice to get its radical members into the organizations and have them bore from within, meaning thereby through unfair criticism, attacks on the practices of the organization and the general encouragement of radical doctrine and purpose. It has been said "the fact was developed," and for proof of that it is only necessary to refer to the decision of the Executive Council of the American Federation of Labor, which, in arranging for a reorganization of the steel workers, removed from the Committee, John J. Fitzpatrick, Chairman, and William C. Foster, Secretary, to both of whom had been entrusted the work of organizing the steel workers prior to the strike, and who were confessed radicals before, during and after the strike. Mr. M. F. Tighe was elected to succeed Fitzpatrick and J. G. Brown was appointed to succeed Foster, both of whom are reported to be conservative.

The American Federation of Labor, at the meeting of its Executive Council in November, was reported by the press to have declared its open opposition to radicalism within its ranks and announced its purpose to destroy it. The selection of new representatives in the reorganization of the steel workers seems to bear out this announcement. President Gompers, as is well known, is opposed to the continued admission of radicals from any part of the world, and it is reported the Federation's representatives will appear before Congressional committees in protest of the admission of immigrants from those sections of the old world that are now torn by revolutions, which clearly are the work of extremists.

The work of these radical associations, all of which are of foreign inspiration, or under the direction of

foreign born radicals, is being carried on with the knowledge of every observant resident in the larger cities. An explanation of how this work is being done was furnished by Edward J. Brennan, Division Superintendent of the Bureau of Investigation of the Department of Justice at Chicago, who is reported as having said:

"It appears that the members of a great majority of members of the Communist parties have gone over to a united communist party that seems to be maintaining a secrecy never before attempted by an American radical organization.

"These people appear to be holding meetings with the utmost secrecy with which they can surround them. Names used appear fictitious.

"The Russian element which formed the backbone of the original Communist party appears to be in control and to have the bulk of the membership of the new secret organization.

"Literature is frequently distributed without any indication as to where it comes from. In order to escape detection, it appears that the party members take unusual precautions. The members are known among themselves and literature is passed around among them, sometimes by messenger.

"When mailed, we know that it is done in small quantities, three or four letters or packages in a box in one corner of a city and three or four in a box in another section.

"The party has its largest membership in Chicago and New York. In Chicago meetings have been made extra difficult by the Illinois law, which forbids renting property to an outlaw organization of this character. Property owners who become suspicious often call us to make sure on this point.

"It is my individual conviction that the United Communist Party, the old Communist Party and kindred associations of this nature are unlawful in that they advocate the overthrow of the government by force and violence.

"The original communist party, which was organized here a year ago, took a stand against participating in elections. This is held to be of no use and it urged a Bolshevik programme. I have no knowledge myself of literature being recently distributed urging against taking part in the presidential election, as was reported in press dispatches from the east at the time, but if this was the case, it was in line with what the party appears to stand for."

It would appear that a statement of this kind could not be made without the proof necessary to substantiate it, and if this is the fact, it seems that the Government is strangely remiss in not protecting

itself against the open revolutionary tactics of its enemies.

Like reports have come at different times from every industrial centre of this country, and it seems peculiar that a government like ours, that manifests through National state legislation a disposition to suppress what have always been regarded as the legal rights of employees, would apparently ignore the determined efforts of radicals to spread their doctrine of revolution and destruction of government. In the mind of the writer, it only adds emphasis to the statement so frequently made that the only person

who really obeys the law to-day is the American citizen who is so minded.

The railway organizations have been attacked in the usual way peculiar to the I. W. W. and like associations in several localities, particularly the larger terminals. They have been the subject of criticism that never should have found place in the minds of reasonable men, but when a number of men are dissatisfied they are not wholly reasonable and the effects of such argument are not easily controlled. Officers have been subjected to vicious criticism, which, while not true, was

FIVE ROSES FLOUR

FOR BREADS - CAKES
PUDDINGS - PASTRIES

YOUR neighbour,
famous for her
baking—maybe she
uses Five Roses.



RAILROAD MEN ATTENTION!

Accident and Sickness INSURANCE

Issued by

The Dominion of Canada Guarantee & Accident Insurance Co.

"Canada's Oldest and Strongest Casualty Company"

LIBERAL POLICIES

PROMPT SETTLEMENTS

CLAIMS PAID EXCEED \$3,000,000.00

C. A. WITHERS,
Managing Director.

COL. A. E. GOODERHAM,
President.

SPECIAL AGENTS

H. C. Perry, 107 Botsford St., Moncton, N.B.
Begin & Berube, Box 200, Riviere De Loup, P.Q.
Thos. McGovern, 1107 Traders Bank Bldg., Toronto.
H. Coker, 1107 Traders Bank Bldg., Toronto.
J. E. Kent, 203 Lindsay Bldg., Winnipeg.
T. G. Iredale, Canada Life Bldg., Calgary.
A. E. Kincaid, Canada Life Bldg., Vancouver.

HEAD OFFICE - - TORONTO

BRANCH OFFICES: Montreal, Toronto, Winnipeg, Calgary and
Vancouver.

given credence by too many men; every disreputable charge of mismanagement, dishonesty, treachery, and general disregard of the welfare of the members was made to incite the men to rebellion, and all the time "how it can be done by revolutionary methods" was held out as the bait to tempt the unwary and ambitious. The chance to be elected an officer in an organization "where all men are free and equal; where one man is no better than any other man" sounds well to an audience of men who listen in sympathy, and promises much to the propagandist, but do not all the "free and equal" advices fall rather flat in the desire of the propagandists to become leaders of the "equal," for even if all men are free and equal, they recognize the need for leadership. They know as well as anybody knows that the theory of equality applies only in a limited sense; that any movement to achieve success must acquire responsibility and someone responsible to administer its affairs, if to no one else than to its followers. And the man who sets himself up for leadership, or is selected, decides that he has certain superior abilities that his "equals" do not possess. The followers seldom think of this; with them it is: "The King is dead; long live the King," without thought of who the new king may be, or what his rule may mean to them.

We had a fair sample of what this sort of propaganda can do to supposedly bell-balanced men in the outlaw strike of last spring, when the railroads were paid for all time lost, and the followers "lost everything they had in the way of jobs or seniority." But, the finish was like that of every other movement caused by artificial means; there were many pains experienced by the victims before the climax was reached and the railroads and the railroad organizations purged of all their disturbing influences, but we have it from most reliable authority that there is now an effort being made by those who were disappointed last year again to try to accomplish from the inside what they could not do from the outside. Many of those who were exceedingly active and radical in the outlaw strike are professing penitence and seeking admission to the organizations for the sole purpose of attempting to disorganize and disrupt them. Their purpose is to deceive by every trick of word and act, to influence members to radical declaration and action. The promise of one great strike in the interest of everybody is the bait, and the inefficiency of the old organizations is the charge; both work well together with men who allow the preachers of "equality" to do their thinking for them.

Three of the transportation organizations, on the most reliable information, felt it their duty to the members of their organizations to advise them of the danger of this propaganda. They believe it is their duty to advise what to expect from those who intend to bore from within, so that there may be no mis-

takes made when the "new revolution" makes its appearance and orders another general strike, for that is the propaganda.

A circular issued by the Engineers, Firemen and Trainmen covering this question reads as follows: Cleveland, Ohio, Dec. 24, 1920.

Officers and Members of Divisions and Lodges of the B. of L. E., B. of L. F. & E. and B. of R. T. Sirs and Brothers:—

From a source that we accept as reliable, we have learned that the officers and members of the "I. W. W." with headquarters in the City of Chicago have decided that the activities of that organization this winter will be centred on the railroads, coal mines and building trades. It is stated that if they can tie up the transportation lines of the country and cut down coal transportation, that will tie up the industries and bring on a revolution. It is stated that they are going to start a big campaign in Chicago and have ten speakers ready at this time to talk on the down-town street corners of that city. It is stated that they have also employed a representative of the colored population of Chicago, where it is believed that there is a great deal of unrest.

It is stated that the chairman of the general organization committee of the I. W. W. says that at this time they are making preparations for the biggest campaign in the history of the I. W. W. to get members from the different brotherhoods of the railroads and that within the next sixty days the I. W. W. will have representatives in all the railroad organizations and that the thing they have to do is to get good, live speakers into the centre of the A. F. of L. organizations and blow them up from the inside. It is reported that at the present time the I. W. W. are printing, at their headquarters in the City of Chicago, fourteen publications in twelve different languages, which indicates from what source the expense of this propaganda is being paid.

Being thus "forewarned" our members should be "forearmed." If in any division or lodge of these organizations evidence of this movement is observed, you are requested to immediately communicate such information to your chief executive, and take such action as you deem necessary to protect the interests of your respective organizations.

Faternally yours,

W. S. STONE,

Grand Chief Engineer, B. of L. E.

W. J. CARTER,

President, B. of L. F. & E.

W. G. LEE,

President, B. of R. T.

HIS FAVORITE STYLE.

"How will you have your eggs cooked?" asked the waiter.

"Make any difference in the cost of 'em?" inquired the cautious customer with the brimless hat and the ragged beard.

"No."

"Then cook them on the top of a slice of ham," said the customer, greatly relieved.

SIDE-LINES

By KENNEDY CRONE

"THE SCRATCH," an eight-page fortnightly published by a group of McGill University students interested in literature and other queer things, came into the office recently as a printing job.

It might have come in and gone out for years as a purely commercial proposition had it not been for the chance remark of a printer that it "wasn't bad."

To the lay mind a remark of the sort would not be likely to quicken interest or curiosity. To those who know printers it comes almost as a sensational announcement, as if someone had shouted "fire!" or the office cat had waved its tail too near to the clutches of the big press.

Long years ago I committed the terrible error that I have seen many other cock-sure Dickens commit since then — of going to the printer for sympathy when the editor was more callous than usual. It is comparable to the state of having received one black eye, and, in the search for a beefsteak, encountering another black eye and the loss of a couple of front teeth.

The printer is liable to confuse your contribution to the literature of the age with some patent medicine advertisement, or to tell you not to worry about what an editor does, as nobody reads your stuff, anyway, except the poor printer, who has to do it for a living. I never knew a printer to show much sign of emotion about anything anybody wrote unless he was concerned with the handwriting of it, or with questions of time and space. Then his emotions were quite bubbly. The printer thinks in "ems," a mechanical measurement, and although he may be, and often is, quite a student off duty, on duty he is usually frightfully bored concerning the quality of "copy"; it is just "copy" to be copied; I suspect that he would chuck away the last act in Hamlet if it did not happen to fit in nicely with his figuring.

So when a printer says of a job that it "wasn't bad" from a reading standpoint, it is time to search for the cause of such a remarkable ooze of sentiment — comparatively speaking. On enquiry it was found that "The Scratch" had a right to live.

It is largely devoted to book reviews, separated from the thought of publishing house advertising and from the clever and not so clever cautiousness of the seasoned book reviewer, which is very refreshing. The reviews are the untrammelled viewpoints of studious young men of the type who will be our public lights before long, and it is interesting to laborists to note the broad and progressive thought on labor

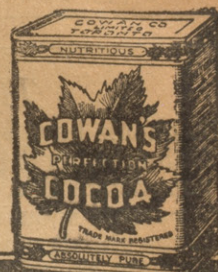
COOKERY COLUMN

Cocoa Wafers

- 3 tablespoons butter
- 3 tablespoons milk
- 7 tablespoons flour
- ¼ teaspoon vanilla extract
- 5 tablespoons pulverized sugar
- 2 tablespoons Cowan's Cocoa
- 1 tablespoon chopped nuts

Method:—Add the milk, drop by drop, to creamed sugar and butter, stirring constantly. Add slowly the flour mixed with cocoa. Brush pan with butter. Drop from end of spoon and sprinkle with nuts. Dust with cinnamon. Bake in a slow oven until brown.

Q111



Send for recipe booklet to
THE COWAN COMPANY LIMITED
TORONTO

matters and sociological matters generally, a happy augury for the future. Snobocracy and class privilege have no room in "The Scratch."

Some of the special articles are fine. In the last number there is an eerie tale of the Unknowns discussing the burial of the unknown soldier in Westminster Abbey; it gives some new thoughts in an able and striking way worthy of some of the best magazine writers.

The publication is only in its fourth number, but it already has quite a circulation as well. It is a small venture so far, yet there is nothing of its sort in the country that is just as good. If it came into this office as a job it now goes through and out as a blood relation.

Mayor Charlton, of Galt, announces that all the unemployed of that city have been taken care of by the starting of public works.

TEES & CO
FUNERAL
FURNISHINGS
UP 1653
912 St. Catherine St. West.

The Canadian Railroader

WEEKLY

The Official Organ of
The Fifth Sunday Meeting Association of Canada

ORGANIZED SEPTEMBER 1916

Incorporated under Dominion Letters Patent.
April, 1919.

J. A. WOODWARD, President	-	C.P.R. Conductor
J. N. POTVIN, Vice-President	-	C.P.R. Train Dispatcher
W. F. BERRY, Sec.-Treasurer	-	G.T.R. Conductor

EXECUTIVE COMMITTEE:—S. DALE, C.P.R. Engineer; D. TRINDALL, G.T.R. Locomotive Engineer; J. HOGAN, C.P.R. Asst. Roadmaster; ARCHIE DUFFAULT, C.P.R. Conductor; E. MCGILLY, C.P.R. Locomotive Fireman; W. T. DAVIS, General Yard Master; W. FARLEY, C.P.R. Locomotive Engineer; M. JAMES, C.P.R. Engineer; S. PUGH, G.T.R. Conductor; Wm. PARSONS, C.G.R. Agent

The Canadian Railroader was founded by railroaders, is largely supported by railroaders, and is issued in the interest of railroaders and all other workers by hand or brain.

Yearly subscription: \$3.00;

Single Copies: 10 cents

Published weekly by

THE CANADIAN RAILROADER LIMITED

316 LAGAUCHETIERE ST. W., Corner Beaver Hall Hill, MONTREAL

Telephone: MAIN 6222



GEORGE PIERCE, Editor

KENNEDY CRONE, Managing Editor

The Ghouls Parade

THE ghouls have been prowling around the body of Adelina Malherbe, as it lay in the public morgue. It is apparently not enough that the girl was foully murdered, not enough that the parents should lose a loved daughter in such a terrible way, but the ghouls must prowl, and crack their grisly jokes, and leer their ugly thoughts, in the presence of the remains of the victim. "Surging crowds," "constant streams of visitors," say the newspapers, entered the Morgue to view the body.

This is the usual experience when someone dies in a sensational way and the body is taken to the Morgue. The crowds are drawn by diseased curiosity. Only here and there is someone who has lost a relative or friend and wishes to find out if the body is that of the missing person. As a fact, the curiosity seekers are a hindrance to the actual work of identification. Duty as a journalist has often taken me to the Morgue, and I have seen death in many terrible shapes there and elsewhere, but hardly anything quite so sickening as those crowds making a beast's holiday of death.

The public exhibition plan of identification of bodies should be abolished. Every person entering the Morgue should be obliged to state in writing his or her reason for wishing to examine a body, and more general effort made to weed out the merely curious.

—Kennedy Crone.

THE CANADIAN RAILROADER is a carrier and interpreter of the news and views of the common people.

"Impediments" Easy to Remove

IT is said that the building trade unions in Great Britain are placing "impediments" in the way of the Canadian wood products trade. The "impediments" consist of objecting to the use, in houses being built under the Government's housing plan, of doors made in Canada, unless these doors are certified as having been made by Canadian union labor. The British trade unionists want to be sure that Canadian workers are getting fairness in wages and working conditions, and the Canadian manufacturers should be willing to furnish such surety. The

"impediments" are really being placed by the manufacturers, and seem to suggest that some wood products manufacturer who would step in with his certificate might get a lot of British business.

Canadian workers would object to British manufactured products entering Canada without guarantee that these were produced by workers getting fair treatment, and Canadian manufacturers would probably side with them in the matter, as a matter of economics.

—Kennedy Crone.

The Vertical Trust

A RECENT despatch from Berlin, Germany, tells us that the fatherland is meantime in the hands of giant trusts controlled by trust king Hugo Stinnes and his rival trust princes Thyssen, Haniel, Gloeckner, and Strumm. We are told likewise that Germany is the one country in the world to-day where the trust idea meets with no opposition either from state ministers or humble workers, and that in November last the greatest German employers and the most representative labor leaders solemnly blessed the trust. And the very latest kind of trust is the vertical trust.

What is meant by a "vertical trust" is a trust the component members whereof control first of all supplies of raw material, such for instance as coal and ores; secondly, blast furnaces and smelting works in which to handle such raw materials; and thirdly, finished manufactures from pig iron and steel ingots down to completed machinery, kettles, saucepans, and wire nails—all of which can be fed from their blast furnaces and smelting works. A "horizontal trust" was simply a fusion of similar raw material concerns or similar finishing concerns. That in the main is the kind of trust we have had up to the present. The new trust is out to control a branch of industry right from its basic raw materials to its final finished products.

"The future of our country," declares Hugo Stinnes, "can be assured only by combination; and there is no combination half so effective, so efficient, so productive or so economical, as the big private trust."

This much Germany is doing. The very desperateness of her position may indeed prove her salvation, and by a curious irony of fate she may yet find herself in better shape than any of her old enemies. Unrestricted private enterprise with its senseless competition and waste is now the order of the day again on this continent and in France and Britain, and in each of these countries unemployment grows steadily worse. Unrestricted private competition needs for its safe and comfortable existence a steady supply of unemployed to be hired and fired with the fluctuations of markets or the exigencies of individual businesses. It necessitates what the Montreal Gazette calls a "cheap and plentiful supply of contented labor"—with all the degradation the term implies. This appears to be what we are drifting back to. It is a dangerous drift in view of the present temper of the people.

The vertical trust is one way of organizing against such a drift. It is a perfectly logical arrangement. It is the way in which each and every nation's industry should be organized. Its inherent weakness lies in the power it puts into the hands of a few and in the antiquated assumption that the benefits resulting from such an ordered and obvious scheme should be allowed to find their way into the pockets either of trust kings or of trust princes instead of into the coffers of the state. However, if the time is not yet ripe for proper state control of industry, let us have proper private control by all means. Let us have vertical trusts to go on with. For there can be little doubt that once such machinery is erected and in operation it will only be a question of time till the people become fully alive as to whom the owners of such machinery really are, and act accordingly.

—George Daniels.

As a result of the mild weather which has diminished the demand for coal, and caused the sheds to be filled up the railways are experiencing difficulty in getting dealers to unload their coal cars quickly enough to get them back into the carrying service.

Winnipeg assembling plant of the Ford Motor Company of Canada, which has been practically closed since November, re-opened last Wednesday, without cutting wages.

Verdun Labor Club is urging the Government to commence the building of the dyke on the river front, and the new post office to relieve unemployment.

TALENTED.

Hepsy—That boy of ours seems mighty fond of tendin' to other folks business.

Hiram—Guess we'll hev to make a lawyer of him. Then he'll git paid for doin' of it.—Boston Transcript.

Montrealer's Gloomy Impressions of Visit to England

(By "Montrealais")

AFTER an absence of five months in England my first impression on landing in Canada a few days ago was one of a country enjoying a degree of normality unknown to-day in England, where conditions are chaotic in the extreme. Perfect organization marked the disembarkation of passengers and their baggage at St. John; the special train conveying the passengers to Montreal was clean and well-warmed, in contrast to the English trains, which have sadly deteriorated from their pre-war standard of excellence. In Montreal, which is the first Canadian city I have had the opportunity of visiting since my return, the people appear better dressed and more prosperous than the inhabitants of English cities; the public services far more efficient, and the general atmosphere one of optimism and energy in comparison with the unsettled state in which the Great War has left the Old Country.

This may be but a surface impression, and influenced in part perhaps, by the normal difference in atmosphere between Canada and England, but the fact remains that to a Canadian returned from Europe, Canada appears as a country living under infinitely better social and industrial conditions than the Motherland.

Nothing in a nation's life strikes the visitor from abroad so obviously as its transportation system, and transport in England to-day is far inferior to that in Canada. On the main line steam railway trains are less frequent, slower, and are less scrupulously clean than in pre-war days; and judged by Canadian standards the heating arrangements are decidedly deficient. In London, despite the multiplicity of trains, tubes, trams and busses, the transportation problem assumes the proportions of a nightmare, with hordes of city workers, both male and female, struggling for entrance into suburban-bound vehicles. In this connection, however, it is only fair to state that the congestion is gradually being relieved by the addition of new tube trains and motor omnibuses, the normal construction of which was held up by the war.

In the matter of food, too, Canada is far more fortunate than England, where butter and eggs, to mention two principal articles of diet, are very scarce and expensive. In the restaurants butter is never served unless specially asked for, and all articles of food retail at considerably higher prices than in Canada. It is true that there has been a marked reduction in the price of clothing, but this applies only to the cheaper grades, and good clothing is as expensive in London to-day as it has been for months past. With the slump in the shoe industry the price of footwear has come down with a run, and it is interesting to

note that Canadian-made shoes of good quality could be bought at the New Year sales in London for \$6 a pair.

But it is in the mental attitude of the man in the street that the most striking difference is noticeable by the returned Canadian. In England, it is no exaggeration to say, there is a feeling of profound pessimism among all classes, which has no counterpart in Canada.

Despite the optimistic tone in some sections of the English press, there is a real underlying note of concern for the present and anxiety for the future manifest among a populace harrassed by the eternal strife between Capital and Labor, the seemingly unsolvable problem of unemployment, the depreciation of the pound in terms of necessary commodities, the chaotic state of continental Europe, and the Irish situation; to mention but a few of the factors which are rendering life difficult for all classes in Britain in this period of after-war reaction.

Undoubtedly the most pressing problem is that of unemployment. Well over a million workers in staple industries are drawing out-of-work pay on a scale which is altogether inadequate to maintain themselves and their families, so that there is widespread suffering and privation among the working classes. In London and the big provincial cities parades of the workers are a daily occurrence, and long queues of women workers can frequently be seen shivering in the cold and rain waiting to receive their unemployment doles outside the Labor Exchanges.

Relief measures in the form of arterial road construction have been started by the Government and the various municipal authorities, but these have absorbed but a fraction of the unemployed, and Mr. Lloyd George has publicly announced that the Government is helpless to combat the situation. It has been suggested that the trade unions absorb their own unemployed by a system of dilution, but Labor at once saw the folly of this scheme in that it would lower the income of all workers below the subsistence level, and promptly vetoed it. But beyond sharing in the cry of the Liberal press for the opening up of trade with Russia, orthodox Labor has not yet come forward with any workable solution of the problem.

It was to be expected that the left wing of the Labor movement, popularly known as "extremists," would seek to utilize the woes attendant upon widespread unemployment to further their object of the socialization of industry, but until the conditions of life for the masses become much more intolerable than they are even at present there is little prospect of communist propaganda bearing fruit.

In the Irish question there is

sharp divergence of opinion, but all are shocked by the tragic conditions in the sister isle. The Liberal and Labor press are loud in their condemnation of the Government's policy towards Ireland, but here, too, there seems to be no solution to the problem which would be acceptable to all parties.

Under the stress of post-war conditions the nation, then, appears bewildered, blundering blindly along new paths without the guidance of old sanctions, which have melted in the furnace of war. England in common with the greater part of the civilized world appears to be going through a period of transition, the outcome of which none can determine, but the effects of which are apparent on all sides. In short, a visit to the British Isles in 1921 leaves the impression of a people groping in the dark for a way out with uncertain steps but with a tenacity of purpose which is characteristic of the race.

Makers of wooden boxes in Montreal have formed a trade organization called the Wooden Box Manufacturers' Section of the Canadian Manufacturers' Association.

THE SPORTING INSTINCT.

Johnny liked ice cream, but he drew the line at turning the freezer. One day when his mother returned home she was agreeably surprised to find him working away at the crank as though his life depended on it. "I don't see how you get him to turn the freezer," she said to her husband: "I offered him a dime to do it."

"You didn't go at it in the right way, my dear," replied the husband. "I bet him a nickel he couldn't turn it for half an hour."

"He calls it a Portrait of a Lady." "He's alone in his belief. The artists say it's no portrait and the women say she's no lady."—Louisville Courier-Journal.

Mrs. Flitterby—So you are on the visiting committee of your social workers' society. I should think you'd find it dreadfully irksome making all those slum calls.

Mrs. Hunter-Fadde—I'm willing to making the sacrifice for a good cause. Every visiting day I send my maid around with my cards. — Judge.

SUBSCRIBE TO

The Canadian Railroader

PUBLISHED WEEKLY

The Paper With a Punch On All Labor and Social Questions

Founded by railroaders, largely supported by railroaders, but also read by many others interested in progress of the people

It advocates reforms by—

BALLOTS, not Bullets

DEMOCRACY, not Dictatorship

CONSTRUCTION, not Chaos

REASON, not Ranting

Endorsed by many leading Canadians. It gets to the thinking people of all classes. Three dollars a year payable in advance

Office: 316 LAGAUCHETIERE ST. WEST, COR. BEAVER HALL HILL
MONTREAL

TELEPHONE MAIN 6222

Date.....

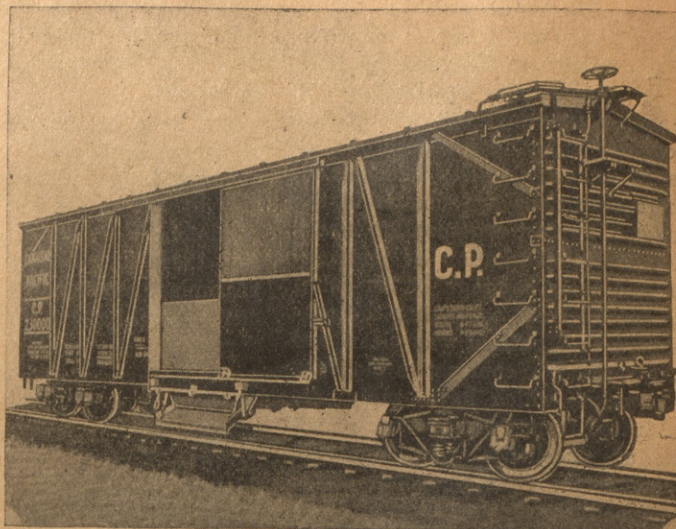
I enclose \$3, year's subscription to Canadian Railroader.

Name.....

Address.....

Canadian Pacific Railway New Sixty-Ton Hopper-Bottom Box Cars

New Equipment Specially Suited
for Handling of Western
Grain Traffic



New 60-Ton Box Car with Hopper Bottom Now Being
Built for Canadian Pacific Railway.

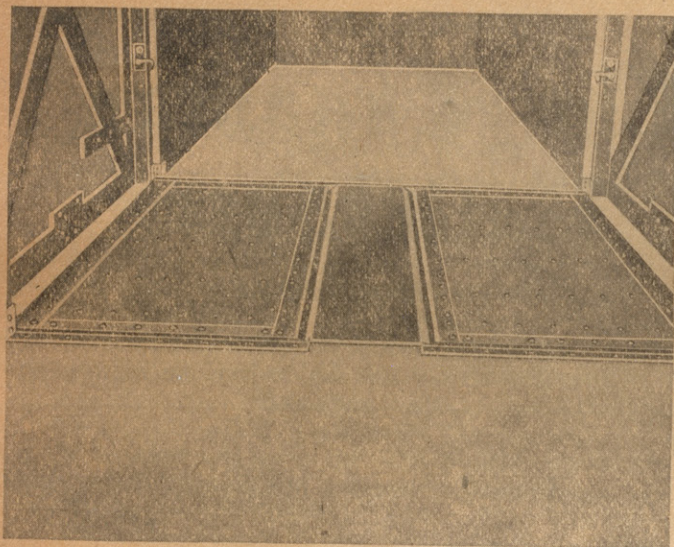
THERE is now on order for the Canadian Pacific Railway Company 3,500 of the new sixty-ton hopper-bottom box cars.

Two features which make this new equipment particularly suitable for service on a road with a heavy grain traffic, stand out strongly in the design of these latest box cars now being built for the Canadian Pacific Railway. The limit load which the cars will carry is 60½ tons, the floor having special hopper bottoms which are designed to facilitate unloading of bulk material and to eliminate the need for temporary grain doors. The new cars are 40 ft. 6 in. long, 8 ft. 6 in. wide and 9 ft. high inside.

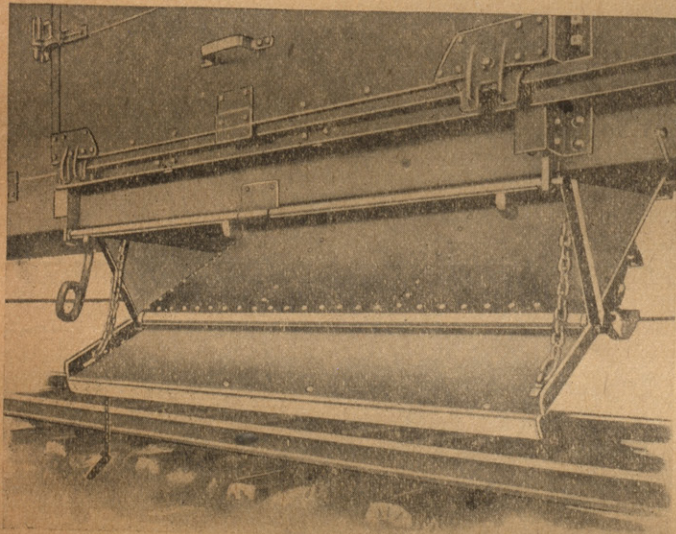
The cars are built with steel under frames, steel side frames, corrugated steel ends and outside metal roofs. All carline flanges are covered with strips of wood arranged to prevent the accumulation of dust that might be shaken down from time to time and possibly damage the lading.

Hoppers of the Burnett type are located at the side door opening on each side of the car. When used for freight that cannot be dumped through the hopper the car has a solid level floor the same as an ordinary box car. When grain, coal, etc., are to be loaded, the specially-constructed sections of floor over the hoppers are turned up against the side door post. This arrangement allows the load to go directly into the hoppers, and also saves considerable temporary door lumber. When the cars are unloaded it is only necessary to remove the pin that locks the hopper doors; the doors open quickly by gravity.

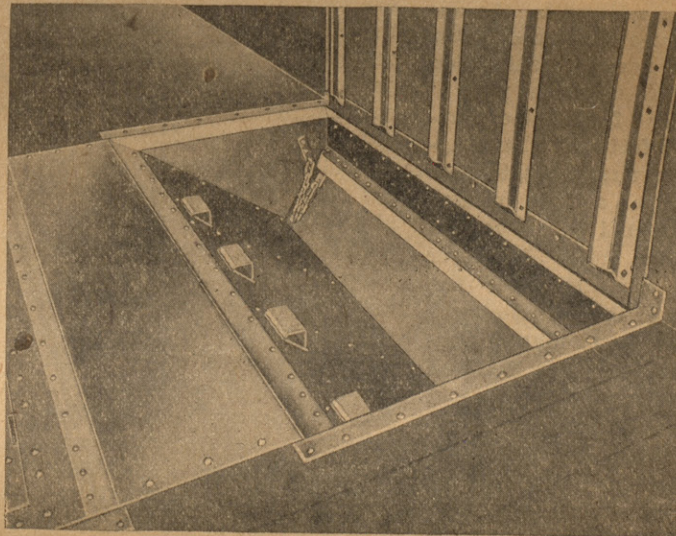
Special care has been taken to obtain a side door of satisfactory design. The interlocking front and back edges afford exceptional protection against weather and pilfering. The top edge is weatherproof, yet so arranged that it cannot become blocked with ice. The bottom of the door is fitted with turned rollers that fit on a very substantial and rigidly supported track. The trucks are of the standard arch bar type, with improved truck columns, spring plank and truck column fastenings, pinless brake beam, hanger brackets and four point brake beam suspension. This type of truck has given the best satisfaction of any so far used by this railway.



Interior of Car With Hopper Closed.



The Hopper, When Open, Discharges Outside the Track.



Floor Section Raised for Loading Grain.

The Strike in Nova Scotia

A Statement by Officers of Railroad Organizations

The strike of the engineers, firemen, conductors and brakemen employed by The Dominion Iron & Steel Company and the Nova Scotia Steel & Coal Company continues at this writing.

The story of the strike was explained in detail in the issue of January 22nd, but in order to emphasize the arbitrary action of the two corporations and the comparatively low wage paid to the employees affected, it is believed a further review will be interesting and timely.

The employees of the companies affected endeavored to secure a wage rate that would be equal to, or closer to, the going rate paid for like service by the railways than was being paid by the companies approached. The representatives of the employees proposed that a Board of Investigation be appointed, composed of the six railway officials representing the Canadian railroads on Canadian Railway Board of Adjustment No. 1, and agreed to abide by whatever decision might be rendered by that Board, but the Nova Scotia Steel & Coal Company, with which negotiations were being directly conducted, refused to have anything to do with the proposition. When all of the efforts of the employees to bring about an adjustment of their differences failed, application was made to the Department of Labor under date of November 1st, 1920, for a Board of Conciliation and Investigation under the provisions of the Industrial Disputes Investigation Act, 1907, and under date of November 10, 1920, the employees were advised by the Registrar that the property in question did not come under the provisions of the Act, although it has been declared to be a railway by the Attorney General's Department of the Provincial Government, of Nova Scotia.

The final effort on the part of the men and its failure to secure an investigation and possible adjustment of their demands left them without further recourse, except to leave the service of the Company. It was quite apparent that if negotiations could not be concluded with The Nova Scotia Steel & Coal Company, recognized as a railway, it would be futile to attempt to do anything of the kind with The Dominion Iron & Steel Company. Therefore, in the firm belief that there was every justification for their decision, the employees of these companies decided that a strike be declared against both of them on November 22, 1920, which strike is still in effect.

The Sydney & Louisburg Railway and the Cumberland Railway & Coal Company are owned and controlled by The Dominion Iron & Steel Company. November 29, 1920, the yard and road employees of the Sydney & Louisburg Railway were conceded standard wage rates. December 7, 1920, the same classes of employees on the Cumberland Railway & Coal Company were allowed standard rates of pay. Bear in mind that the engineers, firemen, conductors and yardmen of The Dominion Iron & Steel Company, the Sydney & Louisburg Railway, and the Cumberland Railway & Coal Company are all working for the same corporation, namely: The Dominion Coal Company. Railroad employees of The Dominion Iron & Steel Company perform exactly the same classes of switching service as other railroad men handling cars in yards perform, while the work is more hazardous because of the dangerous conditions incident to inside work in steel industries, and because of inadequate and unsafe equipment.

The rates of pay will not bear comparison. Standard hourly rates in yard services are: Engineers 88c., firemen 70c., conductors 88c., brakemen 81c., with time and one-half for overtime after eight hours. The hourly rates paid by the Dominion Iron & Steel Company for yard service are: Engineers 64c., firemen 50c., conductors 60c., brakemen 50c., without extra compensation for overtime. The rates paid by the Nova Scotia Steel & Coal Company in yard service are: Engineers 57c., firemen 44c., conductors 50c., brakemen 44c., with no extra allowances for overtime. The employees of the two steel corporations were on a 12 hour day basis. Taking, by comparison, the standard hourly rates with time and one-half for overtime, and the rates paid by the steel corporations without time and one-half after eight hours, it will be seen that the wage rates paid by the two corporations involved approximate 50 per cent of the standard rates paid on Canadian railways.

Reference to the earnings of these two corporations will show that they were enormously increased during the period of the war. They also will show that during that period dividend allowances on common and in some instances on preferred stock, were increased, and that they have not decreased since that time.

Wages in every other class of service in Canada were considerably increased, and in addition to wage increases there was a general decrease in the hours of service to the effect that a

uniform eight hour day became generally operative with time and one-half for all time worked in excess of eight hours. The men in railway service on the properties of the two steel corporations involved made request for increased rates of pay and the shorter work day, but they were denied, and believing that they were wholly justified in attempting to force the issue, they decided that rather than to continue to work under such disadvantageous conditions they would leave the service of their employers and take their chances of forcing the demanded and justifiable increase in wages and reduction in the number of hours, before which overtime rates should become effective.

These employees, as has been stated, were required to work on a 12 hour day basis. Standard railway conditions require men to work eight hours a day with pay at time and one-half rates for all time worked in excess of eight hours. It is herein shown that the hourly rates paid the steel corporation employees were far below standard, and without time and one-half for overtime their wages were approximately 50 per cent of the standard rates, which is an injustice that should appeal to every citizen of Canada.

The steel corporations set up the claim that the men were not railway employees and in consequence were not entitled to the same consideration as railway employees. Other steel companies in Canada, the largest of which is the Algoma Steel Corporation, paid the standard going rate for railway employees until after the strike of the steel corporations in Nova Scotia prompted them to ask a reduction in wages following an agreement made November 1st, 1920, in which the Algoma Steel Company agreed to maintain standard rates and service conditions for one year.

This is one of the lamentable after-effects of the arbitrary refusal of the Nova Scotia steel companies to deal justly with their employees.

At the beginning of the strike the steel companies protested vigorously through the press that the men had not treated them fairly, that they did not give them sufficient opportunity to get ready for the strike. The steel companies did not expect their men would leave the service. They depended upon the rather isolated location of their plants, and the fact that the majority of the men interested were married and had their homes at Sydney and Sydney Mines, and that it would be almost impossible for them to go elsewhere in search of other employment.

To state the case plainly will be to say that they believed they had the advantage and they forced the strike. The men were fully justified in leaving the service at a time that would place them in a position of advantage if it were possible to do so.

A review of the earnings of The Dominion Iron & Steel Company will show that during the period of the war its earnings were greater by almost double than they had ever been before, and that in 1920, covering a period of world-wide business depression, their net earnings still amounted to five and one-half millions. The dividends on preferred stocks were not decreased, while the dividends on common stock for 1920 exceed by \$700,000 the amount paid in dividends on common stock in 1919, although the net operating profits were \$3,000,000 less in 1920. In 1917 the Company paid a deferred preferred dividend of \$350,000.

This should convince readers that while The Dominion Steel Corporation is wholly determined in paying a ruinous wage rate, it is equally determined to maintain better than the going rate of its dividends both common and preferred.

The Nova Scotia Steel & Coal Company shows pretty much the same situation, although its report for 1920 has not as yet been published. It shows, however, that in 1917 and 1918 the operating profits were, for 1917, \$3,069,449, in 1918 they were \$3,535,525, while in 1919, when the beginning of the business depression was being felt, the operating profits were \$2,193,305. The same report shows that the net profits for 1917 were \$1,340,478, for 1918 \$1,716,492, and for 1919 \$1,029,877. The dividends paid in 1919 exceed by \$10,000 the total amounts paid in 1917 and 1918. The dividend on common stock in 1917 was \$562,500, which does not include a stock dividend paid November 30, 1917, of \$2,500,000, which is reflected in the common dividend paid in 1918 and 1919 amounting to \$750,000, almost \$200,000 on which dividend has been paid on what amounts to watered stock created in 1917. How much of these returns are on actual investment and how much on water we cannot say.

This showing of the financial position and transactions of these two corporations, coupled with the fact that up until some three years ago engineers, firemen, conductors and trainmen employed by The Dominion Iron & Steel Company and by The Nova Scotia Steel & Coal Company were paid wage rates almost exactly the same as those paid to similar employees on the Sydney & Louisburg Railway and on the Cumberland Coal & Railway Company, should be positive proof of the unfairness of both the corporations involved toward the employees who are on strike.

Let it be borne in mind that the men suffered their disadvantages and inconveniences for very many years, that there was no disposition on the part of the companies to adjust the many injustices that had been practiced against the men, that there was a most determined opposition against giving the men the eight hour day, the standard wage rate and service conditions that were in operation on the Canadian railways, to all of which the men felt they were entitled and in proof of that belief, after all efforts for adjustment had failed, they left the service of their employers.

If ever there was a strike in the Dominion for which there was provocation and justification, this strike of employees of the Nova Scotia steel corporations is the one. These statements are truthfully made without any disposition to misrepresent the reasons for leaving the service, or for unfairly influencing public opinion. Every statement can be substantiated by proof. These questions are placed before the Canadian public fairly and squarely so that there may be no misunderstanding of the attitude of the reasons or the purposes of the employees that led them to leave the service of The Dominion Iron & Steel Company and The Nova Scotia Steel & Coal Company, November 22, 1920.

(Signed) JAMES MURDOCK,
Vice-President,
Brotherhood of Railroad Trainmen.

(Signed) GEO. K. WARK,
Vice-President,
Brotherhood of Locomotive Firemen
& Enginemen.
Also representing The Brotherhood
of Locomotive Engineers.

Miss Yurovsky, the belle of Ekaterinburg and a leader in one of the Bolsheviki anti-Christian societies, lives within plain sight of the house where her father murdered the ex-Czar and his family.



THE young woman pictured here is Miss Yurovsky, daughter of Yankel Yurovsky, the man who murdered the ex-Czar and his family. She is the belle of Ekaterinburg and is engaged to marry (if not already wedded to) Sosnovsky, the chief figure of the "Workmen's and Soldiers' Deputies of Ekaterinburg," all of whom signed the death warrant executed by Yurovsky. Capt. McCullagh, who interviewed Yurovsky, gives this description of the young woman:

"Then a very handsome girl, also of strongly Jewish type and about seventeen years old, came into the room. She was Yurovsky's daughter. She is head of the 'League of Communist Youth,' a sort of inversion of the Y. M. C. A., which the Bolsheviks have established all over Russia with the idea of bringing up the rising generation in strict Socialist and anti-Christian principles."

Yurovsky and his family live in one of the best houses in Ekaterinburg, only a short distance from and within view of the house where the imperial family was done to death. Although provided with a life post under the government and furnished with ample food and other creature comforts, the slayer of the Czar is a wreck of a man and is dying fast from heart disease, Capt. McCullagh says.

W. G. Raymond, postmaster of Brantford, at the Stratford Chamber of Commerce luncheon, gave a notable patriotic message. "We have got past the stage of judging Canada by its mileage," he said. "We are now a nation, and must be judged by our race."

At the telephone rate inquiry at Ottawa officials of the Bell Telephone Company stated that the wage increases given in the past few years were small compared with those given by industrial concerns, and, under present living conditions, there was no possibility of a decrease of wages to operators.

"Crop failures?" asked the old timer. "Yes, I've seen a few in my day. In 1854 the corn crop was al-

most nothing. We cooked some for dinner, and my father ate fourteen acres of corn at one meal."—Life.



Railroad Gauntlets

Made of Genuine Chrome Tan Railroad Stock

BEST VALUES IN CANADA

OUTWEAR ALL OTHERS

SOLD EVERYWHERE IN CANADA

MADE BY

ACME GLOVE WORKS LTD., MONTREAL

"THE BRASS CHECK."

(The Churchman, New York).

It would be wholesome for public opinion to have this book in the hands of a million readers. The facts which Mr. Sinclair has collected and set forth in this volume, dealing with the suppression and falsification of news by the Associated Press and American journals generally, ought to be refuted or something ought to be done to reinstate truth in the heart of American journalism. If enough people were to read the testimony which the author brings to bear to support his charges, either Mr. Sinclair would be compelled to answer to the charge of libel or the Associated Press would be forced to set its house in order.

CRITICISM OF THE PRESS.

(Edward Moore in The New Age, London).

Political news is not told as news but as propaganda; the newspapers, in other words, are filled, not with facts, but with suggestion. This is in reality what is called the power of the press. It induces new moods in the public, and makes possible the destruction, or, rather, let us say, the indefinite prolongation of governments by the most vulgar kind of hypnotism. Thus the public are made to live in a sort of day-dream in which Mr. Lloyd George and Mr. Bonar Law are the phantoms, as unlike the real Mr. Lloyd George and Mr. Bonar Law as one's dreams are unlike the repressions in the unconscious which throw them up. And the distortion which the press imposes upon persons it imposes still more successfully upon ideas. . . .

Loew's

THEATRES

□ □

MONTREAL
TORONTO
OTTAWA
HAMILTON
LONDON
WINDSOR

□ □

POPULAR PRICES

Excellent Entertainment

REAL
FOOD
ECONOMY

Clark's

PORK

AND

BEANS

Provide strength
giving food at
least possible cost.

W. CLARK, Limited
MONTREAL

The Railroadmen's Reliance for Accident and Health Insurance

THE GLOBE INDEMNITY COMPANY OF CANADA

(Formerly The Canadian Railway Accident Insurance Co.)

Head Office: MONTREAL

This Company has made a specialty of Railroadmen's Accident and Health Insurance since the date of its inception and has insured more railroadmen and paid more in claims to them than any other Company in Canada.

PROMPT AND LIBERAL SETTLEMENT OF CLAIMS

T. KEHOE, Calgary
OWEN McGUIRE, Edmonton
ANDREW LAKE, Winnipeg
GEORGE PIKE, Winnipeg
EDMUND DAWSON, Winnipeg
E. E. WEST, Brandon
LEWIS O'BRIEN, Fort William

E. W. PURVIS, Fort William
W. AUBRY, North Bay
W. F. WILSON, Toronto
J. M. STARKE, Farnham
WILFRED LAFORTUNE, Montreal
E. PINARD, Montreal
J. A. PELLETIER, Montreal

R. T. MUNRO, Montreal
A. M. McLELLAN, Moncton
T. P. McKENNA, West St. John
ROBERT F. KERR, New Glasgow
B. F. PORTER, Truro
A. Y. McDONALD, Glace Bay
J. B. STEWART, New Glasgow

ASSETS OVER \$70,000,000.00 (Seventy Million Dollars)

J. GARDNER THOMSON,
PRESIDENT

JOHN EMO
GENERAL MANAGER & SECRETARY

WANTED TO SEE HOW THE PEOPLE LIVED.

(Alfred Buckley, M.A., in Woman's Century, Toronto).

Mrs. Barnett, the founder of the Hampstead garden suburb, recently visited Canada and was the recipient of abundant hospitality for which she did not fail to express great appreciation. She was shown round the cities, and the generosity of her hosts and hostesses invariably led them to offer her the best that was to be seen: fine public buildings, parliament houses with marble corridors, mansions and parks. The present writer accompanied her on several of these drives. She would glance at the buildings but would invariably decline the invitation to explore them. There was often a look of worry and impatience on her face which was finally explained by the question, "I understand you have some slums?" "Oh, yes," would be the reply, "but (smilingly) we were not showing those." "I want to see how the people live," Mrs. Burnett would say. "Will you show me the slums?"

As the tour proceeded Mrs. Burnett began to make her wishes known at the beginning of the drives. She would say, "You know, my time is very limited and I am nearly seventy years old and I may never see Canada again. I don't much want to see your banks, hotels and town halls. I can see these anywhere. I want to see how the people live."

As a newspaper man the present

writer had been in the entourage of many distinguished visitors who had been shown the sights of the city. This was the first time he had ever heard anyone say "I want to see how the people live."

Here was a woman who for forty years had been living in the spirit of her husband's aspiration, "The best for the lowliest," and had built an almost ideal town where the lowliest could dwell with the highest and have comfort, cleanliness, fresh air and beauty for the refreshment of their bodies and souls. She wished to see what the lowliest were getting in their home life and because of her fear of offending that foolish local amour propre that will not look at facts she could only speak in private of the shameful land sweating, the overcrowding, the ugliness and sordidness in which the homes of thousands of people were embedded.

INDUSTRIAL NOTES.

On the second charge as on the first of stealing railway tickets from the C. P. R., David J. Carson, a conductor on the line between Toronto and Hamilton was found not guilty, and the Crown Attorney announced that a third charge would not be pressed, but a formal verdict of not guilty would be rendered.

Montreal Board of Trade has circularized its 2,200 members asking the mto exert themselves to give the maximum employment possible.

MACDONALD'S CUT BRIER

More Tobacco
For the Money

Packages
15c.
1/2 lb. Tins
85c.

The Tobacco with a heart



Union or Non-Union Shop— Which?

(By Frank Morrison, Secretary, American Federation of Labor).

THE union shop is democracy in industry. The right of employees to bargain collectively, to have a voice in working conditions, is recognized.

In the non-union shop this democracy is unknown. Paternalism and autocracy is the rule. The employer is absolute. He is the sole judge of working conditions. He sets hours and wages and tells his employees they may accept same or quit their employment. If the worker quits, and suffering to his wife and children result, the employer calls this "freedom of contract."

This employer dislikes the term "non-union" shop, so he refers to his plant as "open" shop. The term is misleading and is intended to deceive. The inconsistency of the so-called "open" shop employer is shown when he says he makes no distinction between union and non-union employees and then fills his plant with spies to report any union employee who has been discovered discussing the value of trade unionism.

These employers know that in this age of organization it is unwise to announce that they are opposed to trade unions. So they employ just enough trade unionists to serve as an alibi against the charge that they oppose trade unions, but they do not employ enough trade unionists to dispute the employer's absolute and complete control over working conditions. If these organized workers advocate trade unionism they are discharged.

The unions hold that organized labor sets the standards for workers and that it is just as logical that all workers assist in maintaining these standards as it is for all citizens to pay taxes.

The so-called "open" shop employer would not approve a citizen shirking his duties as a taxpayer, but does favor his employees shirking their duties to their fellows. The reason for the latter position is apparent. The employer profits by this shirking, which permits him to set wages, hours and working conditions. But more than this he retains complete power over his employees.

He may arrange welfare societies in his plant. He may have a pension system for those employees who serve him faithfully, and who just as faithfully abstain from trade union membership. He may conduct a system of athletics and recreation for his employees and provide them with model work rooms, but above and beyond all these there is no element of democracy in his plant. He denies his employees collective bargaining, and therefore controls the lives of these workers. He sets their living standards. He orders. His workers accept. They are denied an equality enjoyed by union shop employees.

Non-union shop employees accept the welfare work of an employer, but they do it at the price of their liberty. Their grievances are subject to the good will of the employer. He may remedy them, but he does it because he is a "good boss" and not because his employees stand up as men and demand justice.

If the grievance is not adjusted the employee must accept onerous conditions or quit. If an individual quits, that is nothing to the employer.

Just Like Slave-Holders.

Fundamentally there is no difference between the non-union shop employer and the slave owner before the civil war. In both cases the employer and the slave owner are absolute. Both provided amusement for their workers. The slave owner prided himself on being "a good master." The non-union employer says; "I protect my employees."

In neither case was the slave or is the employee permitted to protect themselves.

In the union shop this autocratic rule does not exist. Here, the employees have a collective voice in working conditions. The employer concedes that democracy in industry is possible and that welfare work is not a substitute for democracy. The union employer is not interested in welfare work or in "protecting" his employees. He treats them as citizens who can furnish their own amusements and recreations. Company doctors, company nurses, etc., are unknown among union employers.

The non-union shop employer ignores these fundamentals. He would conceal his slave theory — his mastership over his employees and their working conditions — by talking about the so-called "open" shop, the glory of independence, and "the tyranny of the unions," while he himself denies independence and proves that tyranny can exist, though he attempts to conceal it with a velvet glove.



CANADA'S LEADING HOTEL



THE WINDSOR

DOMINION SQUARE, MONTREAL
EUROPEAN PLAN EXCLUSIVELY.

Centrally located in the heart of the Shopping and Theatrical District. Headquarters for Conventions, Banquets, Private Dances, Receptions and Social Events.
SERVICE UNSURPASSED.
Further particulars on application. JOHN DAVIDSON, Manager



SHOE MACHINERY SHOE SUPPLIES
SHOE REPAIRING MACHINERY

United Shoe Machinery of Canada Limited

TORONTO MONTREAL KITCHENER QUEBEC

FRANK A. PURDY,
S. P. HARRIMAN,

Sales Representative.
Ass't.-Treas. and Manager.

Vapor Car Heating Co. of Canada Limited

STEAM HEAT SYSTEMS FOR
ALL TYPES OF PASSENGER CARS

61 Dalhousie Street
Railway Exchange
30 Church Street,

MONTREAL
CHICAGO
NEW YORK

Dominion Bridge Co., Limited

ENGINEERS, MANUFACTURERS
AND ERECTORS OF

STEEL STRUCTURES

MONTREAL, P. Q.

Branches: Toronto, Ottawa and Winnipeg.

Telephone: Victoria 500

ESTABLISHED 1838

The PECK ROLLING MILLS, Limited

Manufacturers of

Bar Iron and Steel, Railway Spikes, Ship Spikes,
Horse Shoes, Wire Nails, Cut Nails,
Tacks and Washers

HEAD OFFICE AND WORKS : 63 MILL STREET
MONTREAL

H.B.C.

IMPERIAL MIXTURE

"Canada's National Smoke"

LIKE a true friend,
it "wears well"

Obtainable in the humidifier tin,
sizes 1-10, 1-5, 1-2 and 1 lb.
at good dealers elsewhere.

HUDSON'S BAY COMPANY, Winnipeg

Sadler & Haworth

Tanners and Manufacturers of
Leather Belting for 45 Years.

MONTREAL, Que. 511 William St.
WINNIPEG, Man. Princess Street and Bannatyne Ave

TORONTO, Ont. 38 Wellington St. East.

ST. JOHNS, N. B. 149 Prince William Street.

VANCOUVER, B. C. 560 Beatty Street.

The Nichols Chemical Co., Ltd.

ACIDS AND HEAVY CHEMICALS

Agents for Baker & Adamson's Chemically Pure Acids
and Chemicals.

Agents for Canadian Salt Co.—"Windsor" Brand Caustic Soda and
Bleaching Powder.

Works: Capelton, Que., Sulphide, Ont., Barnet, B. C.

Warehouses: Montreal, Toronto.

222 St. James Street MONTREAL

Taylor & Arnold Engineering Co.

LIMITED

MANUFACTURERS OF

Railway, Marine and
Brass Specialties

MONTREAL WINNIPEG

CANADIAN TUBE & IRON CO., LIMITED

MONTREAL, Que.

Wrought Pipe Black and Galvanized, Nipples, Couplings, Bolts,
Nuts, Rivets

BAR IRON AND STEEL

Wire Nails, Fence Staples, Wire of all kinds—Wood Screws

Works: LACHINE CANAL

Dominion Iron and Steel Co., Ltd.

Manufacturers of

BASIC OPEN HEARTH STEEL

Blooms, Billets, Plates, Rails
Rods, Bars and Wire Products

General Sales Office: 112 St. James Street
MONTREAL

Consolidated Asbestos, Limited

MINERS OF ALL GRADES OF ASBESTOS

Mines at Thetford Mines, Que.,
and Robertsonville, Que.

EXECUTIVE OFFICES

Dominion Express Building, St. James Street,
MONTREAL, Que.

CANADIAN ELECTRO PRODUCTS CO.

Chemical Manufacturers

ACETIC ACID
PARALDEHYDE
ACETALDEHYDE

■ ■ ■

Power Building

MONTREAL

LAPORTE, MARTIN, Ltée

WHOLESALE GROCERS

■ ■ ■

584 ST. PAUL STREET WEST
MONTREAL

Tel. Main 3766.

Established 1870.



FAIRBANKS - MORSE

RAILROAD SUPPLIES

Motor Cars, Track Tools, Electric Baggage
Trucks, Hand Trucks Section
Men's Engines.

YOUR RECOMMENDATION OF FAIRBANKS-MORSE RAILWAY
SUPPLIES WILL BE APPRECIATED.

"Canada's Department House for Mechanical Goods"

THE CANADIAN FAIRBANKS - MORSE CO., LIMITED

Halifax, St. John, Quebec, Montreal, Ottawa, Toronto, Hamilton,
Windsor, Winnipeg, Saskatoon, Calgary, Vancouver, Victoria.

E. G. M. CAPE & CO. Limited

ENGINEERS AND CONTRACTORS

GENERAL BUILDING CONSTRUCTION

SOME BUILDINGS RECENTLY CONSTRUCTED

Factory for Northern Electric Company; Office Building and Shipbuilding Plant for Canadian Vickers, Limited; Liverpool & London & Globe Insurance Company's new building; Atlantic Sugar Refinery, St. John, N. B.; Ross Pavilion, Royal Victoria Hospital; The Military Hospital at Ste. Anne de Bellevue, Que.; New Buildings for Can. Connecticut Cotton Mills, Sherbrooke, P. Q.

Estimates and tenders furnished on all classes of Construction Work.

HEAD OFFICE:

920, New Birks Bldg., Phillips Square,
MONTREAL

THIS SPACE RESERVED INDEFINITELY

The Truth About the Strike of Engineers, Firemen, Conductors and Yardmen, Effective November 22, 1920

On the Dominion Iron & Steel Company's Property and Nova Scotia Steel & Company's Property at Sydney and Sydney Mines, Nova Scotia.

Engineers, firemen, conductors and trainmen on the Dominion Iron & Steel Company and Nova Scotia Steel & Coal Company property perform exactly the same class of switching service as other railroad men handling cars in yards, such work, however, if anything, being more dangerous on account of the lack of safety equipment and the hazardous conditions incident to inside work within a steel plant industrial yard.

Presidents Wolvin and McDougall, of these two properties, claimed that the employees who went on strike are not railroad men, notwithstanding the fact that the Attorney-General's Department of the Provincial Government of Nova Scotia has declared that the Nova Scotia Steel & Coal Company is a railway.

Every reasonable effort possible was made by the organizations to submit questions in dispute to any proper tribunal for arbitration. All such efforts failed and the companies both declined to consider arbitration, except that the Nova Scotia Steel & Coal Company through President McDougall did offer on December 2nd to submit the questions in dispute to Senator Smeaton White, President of the Montreal Gazette, for determination, such offer, of course, being declined by the representatives of the organizations for reasons that must be generally apparent to laboring men.

Men on strike were required to work twelve hours for which their compensation was approximately fifty per cent of standard compensation for the same number of hours.

Companies claim these railroad men are part of a steel industry concern and that wages should be dependent on the rise and the fall of the steel market, but this theory was not applied when the two steel companies, under war emergency conditions, were making enormous profits.

The two properties where strike is in effect are part of the proposed British Empire Steel Corporation, in which proposed merger there is said to be \$130,000,000.00 of watered stock or good will, which will, no doubt, be expected to pay standard dividends while railroad men on the properties are expected to work fifty per cent below standard.

Oddly enough, the Algoma Steel Corporation, Ltd., Sault Ste. Marie, Ont., soon followed the lead given by its Nova Scotia friends in the matter of holding down the wages of employees. On November 1st, 1920, the Algoma Steel Corporation had made an agreement to pay standard wages to its engineers, firemen, conductors and brakemen, this agreement to continue in effect until November 1st, 1921. But the Algoma Steel Corporation changed its mind, and has reduced wages per hour as follows:—engineers, 16 cents; firemen, 12 cents; conductors, 15½ cents; brakemen, 14½ cents.

The lawmakers and the citizens of Canada should know the attitude of these steel corporations who have been, and are, the beneficiaries of the Government and citizens of Canada.

Laboring men when merely asking for a fair deal are called "Bolshevists," "Radicals" and other names. What terms should be applied to steel corporations playing the games described in this article?

JAMES MURDOCK,
Vice-President,
Brotherhood of Railroad Trainmen.

GEO. K. WARK,
Vice-President,
Brotherhood of Locomotive Firemen
and Engineers; also representing
The Brotherhood of Locomotive Engineers.